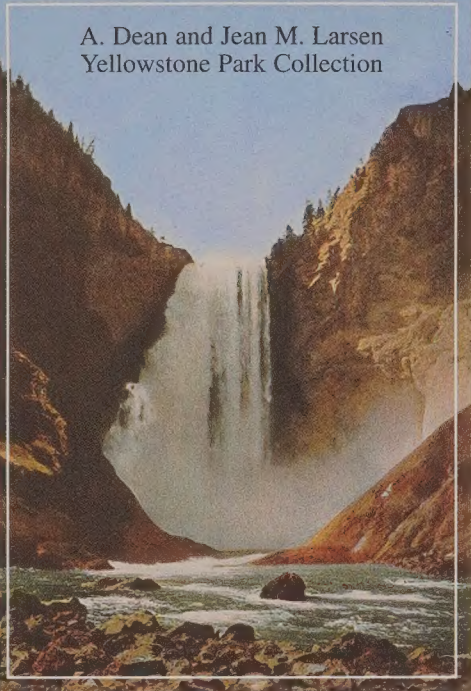


The "Burlington's" Book of  
St. Paul and Minneapolis.

Burlington  
Route



A. Dean and Jean M. Larsen  
Yellowstone Park Collection



Quarto F 615 .M6 W7 1898

BRIGHAM YOUNG UNIVERSITY



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ENGRAVED, PRINTED AND BOUND BY DONOHUE & HENNEBERRY, CHICAGO.

THE "BURLINGTON'S" BOOK  
OF  
St. Paul and Minneapolis

*By C. R. WILKINSON.*

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ILLUSTRATED.

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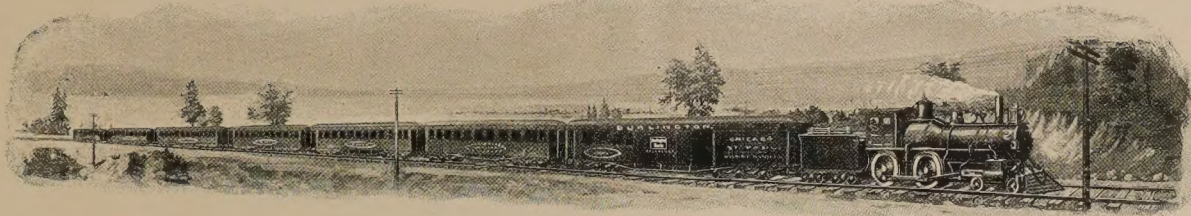
Copyright 1898,  
By GEO. P. LYMAN, General Passenger Agent,  
Chicago, Burlington & Northern Railroad,  
St. Paul.

*I was 10 years old when this book was printed.  
L. Winkley*





## "THE FINEST TRAINS ON EARTH."



Personal impressions of an Experienced Traveler en route from Chicago to the Twin Cities.

**T**HIS WAS the name given by George M. Pullman to the two superb trains constructed in his shops and put into service on the Burlington Route, to run between Chicago and St. Paul and Minneapolis. These trains are unquestionably the best examples of the highest skill and art in the building of railway equipment to be found anywhere in the world. They embody all the best and newest devices and ideas of the Pullman establishment, and the best and finest artistic taste at the command of that concern. They are not designed for millionaires and aristocrats either, but any plain traveler who pays for a sleeping-car berth enjoys all the luxuries and comforts of these new trains. Each train consists of a combination buffet and baggage car, a compartment sleeping-car, and a sleeping-car of the ordinary Pullman fashion, a reclining chair car, a passenger coach and a dining-car. Outside, all the cars are of the standard Pullman dark green color. If you have booked yourself for a berth in the ordinary Pullman car you will notice at first that the interior work is all of highly polished vermilion wood and that there are no surplus draperies to catch the dust and no intricacies of carving in nooks and corners put in for looks. The general effect is very simple and at the same time very rich and handsome. When the train starts you will observe that the car runs very smoothly and easily. This is owing, first, to the good roadbed and track, and, second, to the excellent running gear of the car. The whole train is lighted by electricity and also by the Pintsch gas system. The storage battery system is used for the electric light, avoiding the noise incident to the use of a dynamo on the train. If you wish to read with a perfect light, you turn the switch of an electric bulb near your shoulder, and instantly you have a light just where you want it, shining directly on your book or paper.

While your berth is being made up you will be told that dinner is ready in the dining-car, which proves to be imme-





**Buffet Library Car—Burlington Limited.**



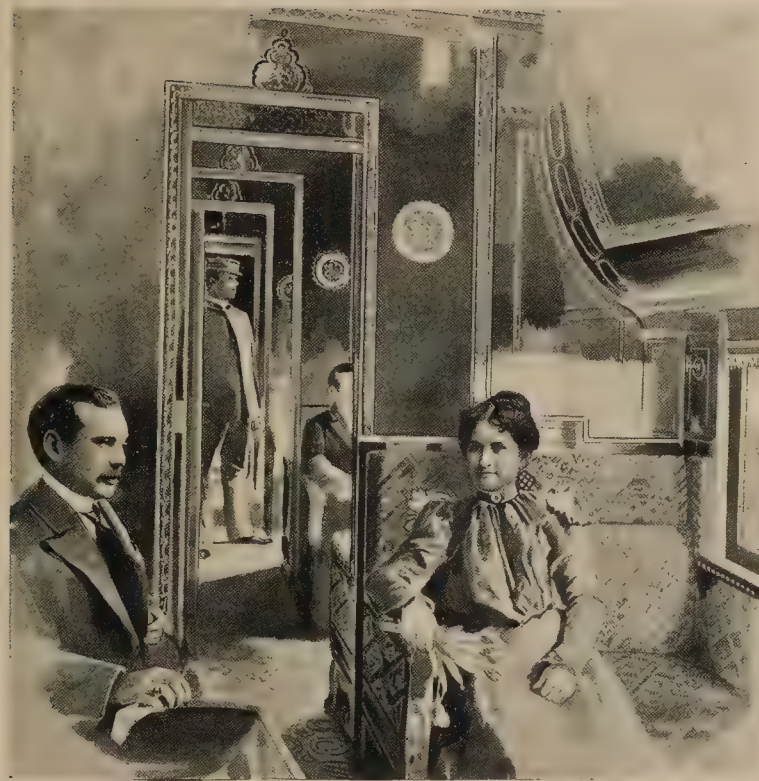


diately in the rear, and is equipped to prepare meals for sixty or seventy guests. The a la carte system is adopted in these dining-cars, and it has proved to be very popular. You pay for only what you order, and the prices are very moderate ; you can get a light luncheon or breakfast for twenty-five cents, or you can run your order up as high as you please. A good many people dislike to pay a dollar for a light meal in the dining-car, and much prefer the a la carte system. This is especially the case with breakfast. A good many travelers are not prepared, immediately after getting out of their berths, to get a one-dollar breakfast. All they want is a cup of coffee, with a roll or oatmeal, or perhaps some meat and berries, and they find that they can get all these things for perhaps half a dollar in the Burlington diners. The decorations of the dining-cars are all of gold, in beautiful design. All the gold and silver plate have been made especially for the Burlington service and are unusually heavy. The tables are supplied on every trip with fresh flowers, and the service is everything you can desire in the way of promptness and care. After dinner you stroll forward through the car and across the vestibuled platform into the buffet-car, which you find to be furnished with wicker-work chairs in a variety of easy and comfortable shapes. Here you can settle down for a smoke, or for most any kind of drink you may wish to order. You will find the latest illustrated papers and magazines and you are pretty sure to meet good company for conversation.

You will, of course, want to take a look at the compartment car before going to bed. This is the acme of sleeping comfort on the road. It is about seventy feet long and is exceedingly handsome in its decorations. Each stateroom is a complete bedroom in itself, and is as comfortable as a room in a good hotel. It has full toilet and sanitary facilities artistically concealed in a cabinet and under luxurious plush-covered ottomans. The traveler in one of these compartments can undress and go to bed with as much seclusion as in his own room at home. He puts his shoes outside the door, locks the door, and knows that his rest will be undisturbed until morning. There are two drawing-rooms in this car, and, in addition to the two berths contained in the staterooms, each have a grand sofa, which in the night can be turned into a luxurious bed, thus affording extra accommodations, so that a family of three finds plenty of sleeping space without using the upper berth. Staterooms and drawing-rooms are finished in different kinds of hard woods, such as vermillion wood, St. Jago mahogany, Tobasco mahogany and Circassian walnut. The ceilings are decorated in silver and gold on a background of Nile green. When you are finally ready to go to bed you realize that all Pullman berths are by no means alike and that it is a great comfort to be lodged in one which is new and fresh—with a thick mattress and with fine cool linen sheets and pillow-cases. If you are traveling from Chicago to St. Paul or Minneapolis you will be called by the porter about the time







Compartment Car—Burlington Limited.



the train reaches Prescott, and after washing in a toilet-room which has four basins, where you will not have to wait for some slow-going passenger to get through with his ablutions, you at once go to the buffet-car and settle yourself in a comfortable seat to order a good light breakfast, which, although it is cooked to order, is served in a surprisingly short space of time. Everything is good and palatable, and by the time you have smoked your cigar and enjoyed the beauty of the Mississippi scenery which rolls out before your window in a grand panorama of fields, woods, pastures and water, you will be pretty near St. Paul, and you will notice that your journey has been so comfortable and luxurious that you do not feel the fatigue which usually accompanies a night in a sleeping-car. When you are wide awake you will be apt to notice the very handsome marquetry work employed where the natural colors of about seventy different kinds of woods are used with such exquisite artistic effect that the elegance and beauty of these cars—especially the “open” sleeper—are unrivaled by any in the world. If you have occasion to write a letter, you will find paper, envelopes, pens and ink in the buffet car, and there is so little motion in the car, even when running forty miles an hour, that you have no difficulty in writing a legible letter. The reclining chair cars are finished in mahogany and decorated with the choicest of designs of marquetry, and are provided with commodious smoking, sanitary and toilet rooms. Some travelers prefer using these reclining chairs, capable, as they are, of being adjusted in any position, to a berth in a sleeper, especially since no extra charge is made for occupying them.

In the passenger cars, as throughout the magnificent compartment and sleeping cars, will be found choice specimens of the wonderful grouping of colors into designs known under the title of marquetry work. They, also, are provided with the newest and most approved toilet accessories and commodious smoking rooms. The journey on one of these superb trains sets the passenger to wondering what will be the next great improvement in railway travel—how it will be possible to make any great improvement on the comfort and conveniences of the Burlington Road. Unless an entire hotel can be set on wheels, it is hard to imagine what more can be done to make flying across the country in railway trains an easy and attractive experience. One of these handsome Burlington trains leaves Minneapolis at 7:20 every evening and St. Paul at 8:05, and arrives at Chicago at 9:25 the next morning. The time for leaving Chicago is 6:30 in the evening, and the train reaches St. Paul at 7:45, and Minneapolis at 8:25 in the morning. There is one satisfaction in traveling on the Burlington: You may be perfectly sure that you have the very best and finest cars to ride in that ever stood on wheels, and that every single feature of these cars is the result of a half-century of evolution in railway equipment.







Open Sleeping Car—Burlington Limited.







Reclining Chair Car—Burlington Limited.



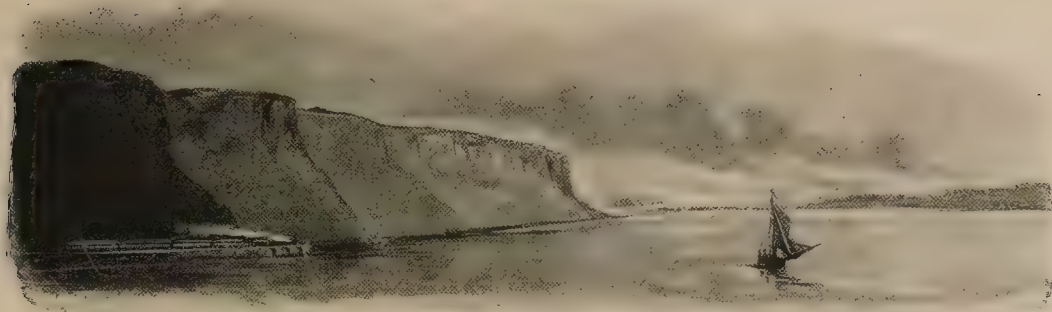


Dining Car—Burlington Limited.





## A DAYLIGHT RIDE ALONG THE UPPER MISSISSIPPI.



Lake Pepin and Maiden Rock.

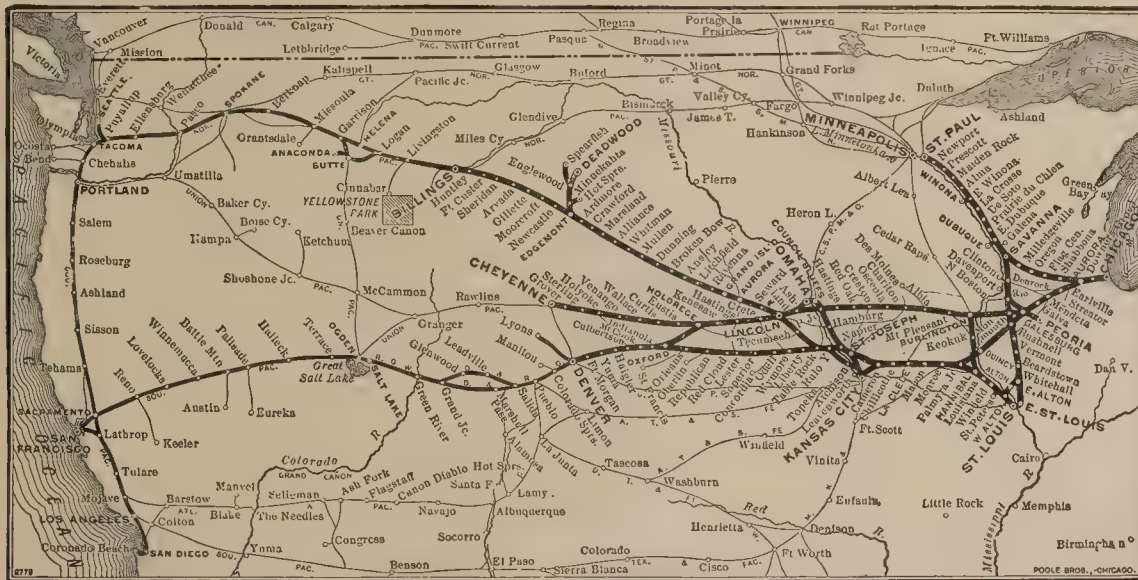
**L**EAVING Minneapolis and St. Paul by the Burlington's morning train, our way lies within view of the Mississippi. Twenty-four miles from St. Paul we reach placid and beautiful Lake St. Croix, between Minnesota and the "Badger State." We stop at Prescott, whose pretty houses look down on the mirror-like St. Croix to the north, and the powerful flood of the Mississippi on the west. Another thirty miles of the rumble of the wheels passing the stations of Diamond Bluff, Hager and Bay City, and we rush suddenly upon the broad expanse of Lake Pepin and the pretty village of Maiden Rock half hidden in a deep glen. Four miles south we round the lofty height of "Maiden Rock," whose romantic legend is so familiar, and soon pass Stockholm, where the general government has constructed a breakwater for the protection of boats in storms. The next halt is at the village of Pepin, where is the prettiest beach on the lake. Rushing through the dense woods, we pause briefly at Alma, a prosperous and well-built town, the county seat of Buffalo County. Flying through a well-tilled prairie we arrive at Fountain City, a town of 1,200 people, doing a considerable business. Here, as at Alma, the people sing "Die Wacht am Rhein," and know very well what "gemuthlichkeit" is—for they are genuine German villages, and seldom is any other language heard in their streets. Ten miles further on is Winona, the business metropolis of Southern Minnesota. Nine miles from Winona we pass the singular formation called "Trempealeau Mountain"—"la montagne qui trempe a l'eau—the mountain set in the water." A mile below are the remains of an old French fort and numerous Indian mounds, from which have been taken many curious implements of war used by the aborigines. Twenty miles further on is La Crosse, the



second city of Wisconsin, having a great number of large manufacturing and business interests. In the northern part of the city, at Grand Crossing, are the extensive shops and round-houses of "THE BURLINGTON." Leaving La Crosse, the first station of size is Genoa, so called from an Italian colony which, in some way, wandered here many years ago and settled permanently. The next village bears the high-sounding name of Victory, because here, at the mouth of Bad Axe River, in August, 1832, the once famous "Black Hawk War" (in which President Lincoln was a Captain) ended with a battle, in which the forces of the celebrated Black Hawk, Chief of the Sacs and Foxes, were nearly annihilated. De Soto, a village of 400 people, was a New England settlement in the West, and is most romantically situated, some of the finest views on the river being visible from the surrounding bluffs. An hour more takes us to Prairie du Chien, one of the two oldest settlements in the State of Wisconsin, the other being Green Bay. During the war of 1812 the British troops, assisted by Indian allies, captured the United States fort and held it till the peace. In 1829-30 Colonel Zachary Taylor, old "Rough and Ready," was stationed here and built Fort Crawford. Here Jefferson Davis served as a Lieutenant of regulars. Taylor remained here till 1836, when he went to Florida on his way to the battle fields of Mexico—and the Presidency. We next come to Cassville, a village of a thousand people and more than fifty years old. Close by the track is the Dennison House, erected in the '30s, when the territorial legislature of Wisconsin met here and Cassville had hopes of becoming the capital. Thirty miles through bottom lands, and with a swing and rush we round the point to a huge bluff and pull up at East Dubuque (in old days Dunleith). A dummy train crosses the fine railroad bridge to the commercial metropolis of Northeastern Iowa, the beautiful and flourishing City of Dubuque. Fourteen miles below East Dubuque a branch four miles long connects the main line with the City of Galena, once the headquarters of the steamboat trade and the main seat of lead mining industry. At Savanna, a town of 3,000, the St. Louis line of "The Burlington" branches off, meeting the C., B. & Q. at Fulton, eighteen miles south. Here the train leaves the Father of Waters, which it has now followed side by side for 300 miles, and turns eastward through the beautiful prairies of Illinois for Chicago. Polo, the next large station reached, is a fine town, pleasantly situated. Oregon, where we connect with the Chicago, Burlington & Quincy, is one of the most attractive towns in the Rock River Valley. From this point to Chicago the journey can have little mention, Aurora and the suburban towns thence to Chicago being familiar to all. The rapid rate of running and the smoothness of the track and roadbed makes a ride over this line from St. Paul to Chicago and St. Louis the least fatiguing of any that can be chosen.








A MAP OF THE BURLINGTON ROUTE AND CONNECTING LINES.



## ST. PAUL.

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HE POSITION of St. Paul is necessarily prominent and commanding. As the political capital of the State of Minnesota, it stands ever in the public eye. Its career has been from the beginning one of marvelous growth and prosperity. In the year 1850 it was a frontier trading post of less than 800 population. From this insignificant beginning it increased to 10,600 in 1860, 20,300 in 1870, 41,498 in 1880, and 133,156 in 1890. The present population is about 160,000.

In 1841 Father Lucian Gaultier built an humble chapel and christened the hamlet Saint Paul. In 1848 the building of warehouses, incident to the removal of the Winnebagoes to the Upper Mississippi, led the way to business changes which concentrated the northwestern fur trade at this point. In 1849 the Territory of Minnesota was duly organized and St. Paul made the territorial capital. Alexander Ramsay, commissioned by President Zachary Taylor, was the first territorial Governor. In 1851 the Sioux ceded to the United States their land west of the Mississippi, and St. Paul became the head of steamboat navigation and the center of the fur trade and lumber interests. In 1857 the State was admitted to the Union, with St. Paul as the State capital.

The population is very cosmopolitan. Every clime and nation has its representatives; every religion its host of votaries.

The daily newspapers are able and progressive, containing all the current news, and editorially carrying weight far beyond the confines of the State.

Business interests are most energetically conserved by the liberal policy pursued by the commercial clubs. St. Paul is a favorite convention city, and right royally is hospitality dispensed and systematically arranged for in true western spirit.





The theaters are proverbially fine and draw the choicest attractions to the city, where recognition of the best talent is assured.

On a beautiful and imposing site the State is erecting a two million dollar capitol. The leading architects of the country competed for the design, and the one selected provides for a pure classical beauty of exterior and internal arrangement perfectly adapted to its purpose.

An elegant postoffice and custom house, costing \$1,200,000, is nearing completion, a really fine building having been outgrown. by reason of the accumulation of business incident to so large a city and port of entry. The sales of the jobbing houses in 1897 amounted to \$162,363,000, and the output of the 600 manufactories was \$75,000,000.

The street railway system comprises 115 miles, all operated by electricity, on the trolley system.

St. Paul has a most romantic environment. Longfellow has sent far afield the fame of "Minnehaha," and many a quaint legend gathers around the primitive red man and his "Shadow Island," "Como" and "Big Waters," while thrilling narratives of the prowess and courageous endurance of our brave pioneers are recorded in the archives of our Historical Society, or hallowed in the memory of the few early settlers who are still among us and know of their own knowledge the brave lives lived and noble deeds wrought.

The annual State Fair is held in the ample grounds here, amid a general jollification and illumination of the city, and is of a scale to be expected in a State composed largely of rich and fertile farms.





The "High Bridge" and Birds-eye View of St. Paul.







**Birds-eye View of St. Paul.**

**Taken from the Intersection of Selby and Summit Avenues, looking Southeast.**





**Birds-eye View of Central Park, St. Paul.**





**Steamboat Landing and River, St. Paul.**  
**Union Depot and Railroad Yards in Background on the Left.**







**Wabasha Street Bridge, St. Paul.**  
Over the Mississippi River.





**Robert Street Bridge, St. Paul.**  
**Over the Mississippi; a Railway Bridge is Seen Below.**







View on Summit Avenue, St. Paul.

*Tom Coleman lived on Summit av.*



## ST. PAUL PARKS.

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**S**T. PAUL in its natural features is one of the most beautiful of American cities. The existing park system embraces forty-five different tracts of land, exclusive of Summit Avenue boulevard, with an aggregate area of 496 acres. Adding the Summit Avenue boulevard, with its seventy-five acres the present parks and parkways contain 568 acres. This area will be more than doubled by the acquisition of the Phalen park and boulevard system. These parks may be divided, according to situation and topography, into six classes, as follows : One landscape park, 396 acres ; twenty-two neighborhood parks, of which thirteen are improved ; two outlook parks, improved ; five side-hill terraces, of which two are improved ; and fifteen small triangles at the intersections of streets, of which eleven are improved.

Como Park has an area of 396 acres, land and water, including seventeen acres ordered for condemnation. Its surface contours and distribution of wood and water are admirably adapted to the artistic effects which have been produced by the skill and taste of the landscape engineer. The improvements of Como Park have cost \$157,663.90. At a very low estimate, the park, which was purchased for \$100,000 in 1872, is worth \$600,000, even in these times of real estate depression.

As to the valuation of St. Paul's system of parks, the official report of the Board for the year 1895 says : " Apart from the sanitary and moral utilities of parks, they are a profitable investment from an economical point of view. In the long run they much more than pay their cost in money returns. They raise the value of the real estate, not only in their immediate neighborhood but throughout the city, in making it a more desirable place to live in. Following are estimates of the value of the several parks in this city, considered as real estate for sale. These estimates are considerably below the valuations made by the real estate experts consulted :

" Como Park, \$600,000; Smith Park, \$300,000; Rice Park, \$150,000; Irvine Park, \$50,000; Carpenter Park, \$50,000; Central Park, \$100,000; Lafayette Park, \$20,000; Summit Park, \$30,000; Indian Mound Park, \$75,000; Merriam Terrace Park, \$30,000; Langford Park, \$25,000; Hampden Park, \$5,000; thirty-five other parks, \$25,000; two parkways, \$33,000. Total, \$1,473,000.





**Birds-eye View of Como Park and Lake, St. Paul.**







Cozy Lake, Como Park, St. Paul.





View in Como Park, St. Paul.







Boat Landing, Como Park, St. Paul.





**Victoria Regia Water Lilies, Como Park, St. Paul.**





**The Schiffman Fountain, Como Park, St. Paul.**  
Presented to the City by Dr. Rudolph Schiffman.







**Como Park, St. Paul.**  
The Schiffman Fountain at Night.





**"The Outlet"—Connecting Como and Cozy Lakes, Como Park. St. Paul**







**“Banana Walk,” Como Park, St. Paul.**

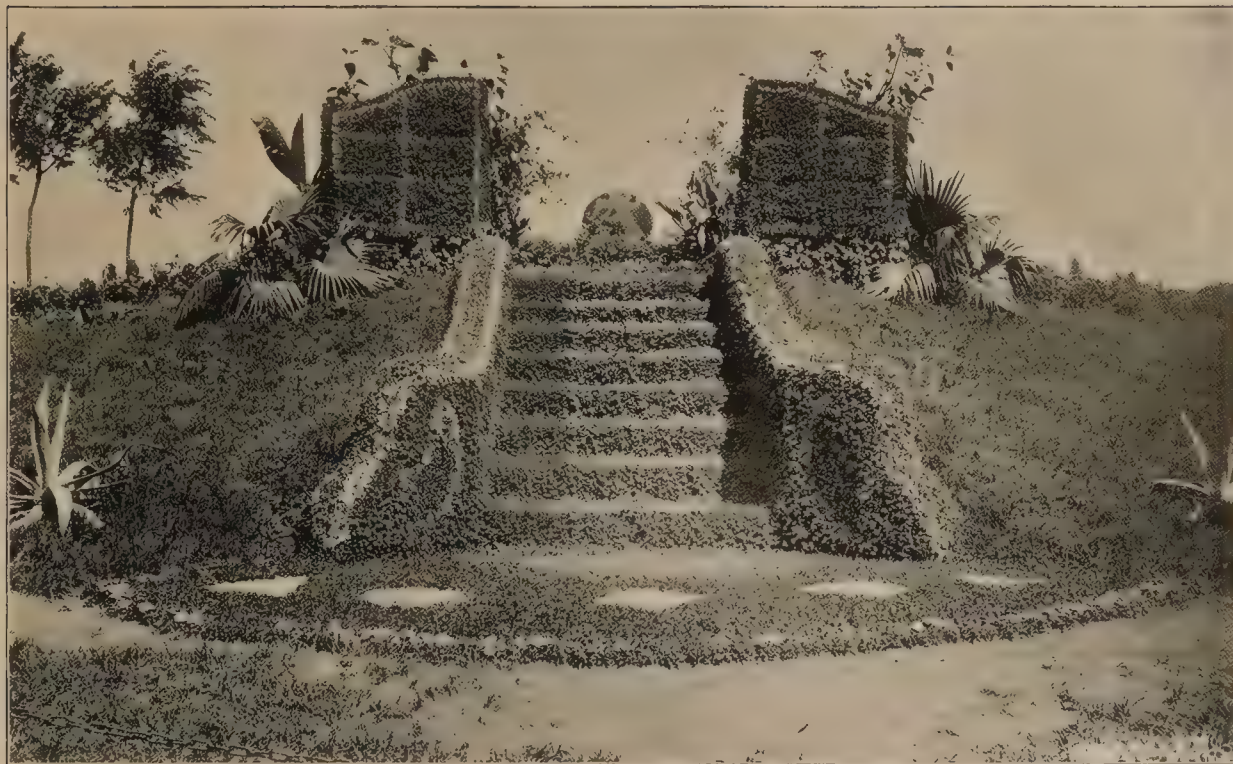




**Floral Fort, Como Park, St. Paul.**

**This decorative design was placed in the Park in the Spring of 1896, in honor of the Grand Army of the Republic, which held its National Encampment in St. Paul, September, 1896.**





**Floral Stairway and "Gates Ajar," Como Park, St. Paul.**







Horse Racing on Ice Course, Como Park, St. Paul.



## FORT SNELLING.

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**F**ORT SNELLING, a military post of the United States, situated just above the confluence of the Mississippi and Minnesota Rivers, is one of the historic spots of the young commonwealth. It was for years the rendezvous and trading point of the white people of the Territory, long before St. Paul or Minneapolis had a beginning. In 1805, after the purchase of Louisiana from the French by President Jefferson, a military exploring party was sent into the Northwest under command of Lieutenant Zebulon M. Pike, the man for whom Pike's Peak, Colo., was named.

On September 23rd, 1805, on Pike's Island, at the mouth of St. Peter (now Minnesota) River, Lieutenant Pike had a conference with the Sioux Indians, and obtained the cession of a tract of land nine miles square for a military reservation. This tract included the Falls of St. Anthony, where now stands the beautiful and thriving City of Minneapolis. On February 10th, 1819, John C. Calhoun, Secretary of War, ordered the Fifth Infantry to proceed from Detroit, Michigan, to the mouth of St. Peter River and there establish a military post. Under command of Lieut. Colonel Leavenworth the command reached its destination September 17th, 1819, and established a camp at New Hope (now Mendota), south of the St. Peter and west of the Mississippi. May 5th, 1820, Colonel Leavenworth moved his command across the St. Peter and established a summer camp near the spring above the military cemetery. In August of the same year Colonel Josiah Snelling succeeded Colonel Leavenworth in command, and on the 10th of September the corner stone of "Fort St. Anthony" was laid, and in 1822 it was occupied by the troops. May 10th, 1823, the steamboat "Virginia" made her appearance at the Fort, the first steam vessel to ascend the Mississippi as far as this point. In 1824 General Winfield Scott visited the Fort, and at his suggestion the War Department changed the name of the post to "Fort Snelling," in honor of the officer under whose direction it was built. Colonel Snelling died in Washington in 1827. Many Indian councils have been held at the Fort. It was an assembling point for Minnesota troops during the civil war, and in the Indian outbreaks of 1862-3 it was the base of the campaign. The military reservation now contains 1,531 acres, and is one of the most charming spots in a beautiful State. The officers' quarters and the barracks are modern and comfortable buildings, and much has been done to improve and beautify the post year by year.

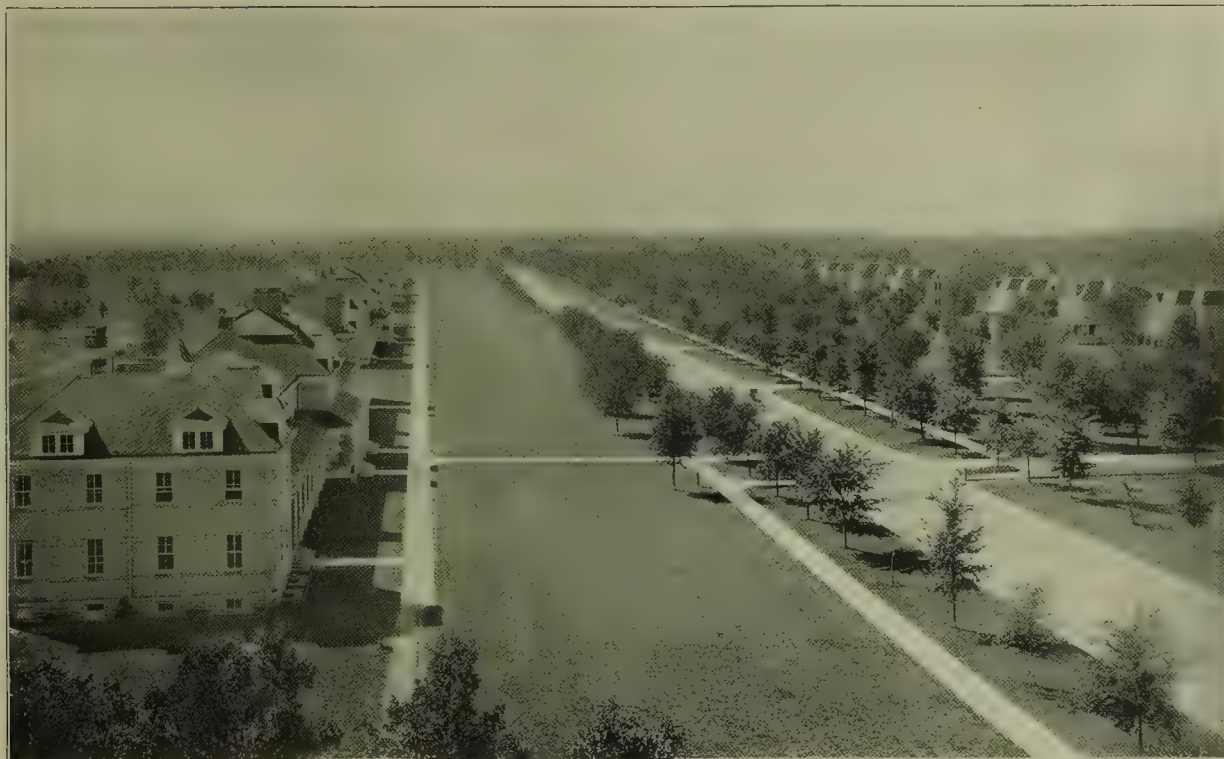






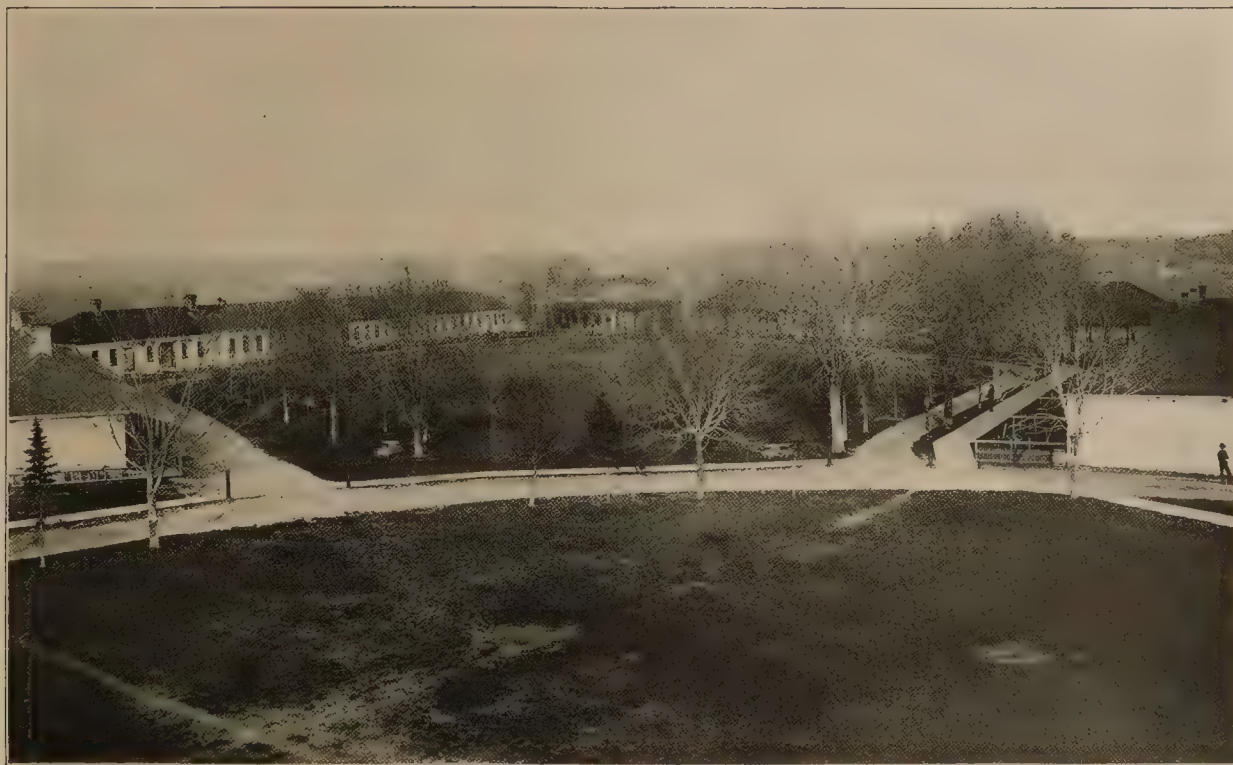
**Birds-eye View of Fort Snelling.**





**Quarters and Parade Ground, Fort Snelling.**  
Officers' Quarters on the right; Barracks on the left.





Old Quarters and Parade Ground, Fort Snelling.

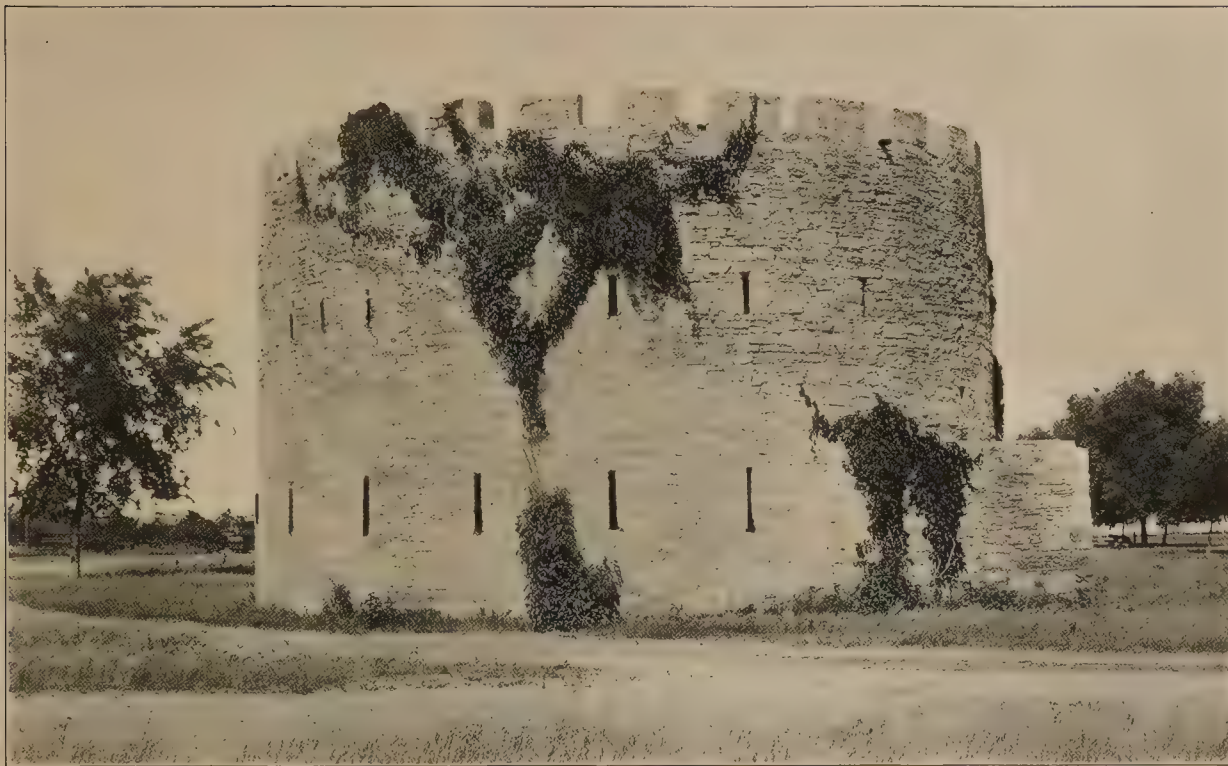






**Barracks, Fort Snelling.**





**The Round Tower, Fort Snelling.**

**Erected as a Guard-house; subsequently Loop-holes were pierced for Musketry.**





**The Block House, Fort Snelling.**  
A Part of the Original Fort.







**Mississippi River, just above Fort Snelling.**



# MINNEAPOLIS

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THE THRIVING City of Minneapolis occupies fifty-three square miles of territory, lying on both sides of the Mississippi about the Falls of St. Anthony, and now contains approximately 230,000 people. The first house constructed within the city was built on the eastern bank of the river in 1845, and in the same year the City of St. Anthony was incorporated. At this time the west shore of the river at that point was a military reservation, and remained so until 1854, when, by act of Congress, it was thrown open to settlement, and those who had previously settled on the land as "squatters" were permitted to buy their claims from the government. In the fall of that year the 200 residents on the west shore organized as a town, which was christened by one of their number, Mr. Charles Hoag, "Minneapolis."

The two hamlets, Minneapolis and St. Anthony, remained under separate governments, and were rivals for manufacturing and commercial supremacy until 1873, when they united as one city, retaining the name of the former. At this time the young city contained 15,000 inhabitants; five years later it had increased to 32,000. In 1885 the city had grown to a population of 129,000, while in 1895 the census showed 194,000.

Minneapolis has gained its chief distinction as a manufacturing city. The milling of wheat initiated the city's prosperity and remains one of its substantial supports. As a wheat-receiving point it leads all other cities. Two-thirds of the entire wheat crop of the Northwest is brought within its gates. To handle the wheat received, which annually amounts to 75,000,000 bushels, requires thirty-seven mammoth elevators, with a capacity of 26,000,000 bushels.

The bulk of this wheat is here manufactured into flour, for which purpose the Falls of St. Anthony with their 40,000 horse-power are utilized. In 1897 13,625,000 barrels of flour valued at \$54,500,000, were turned out from the mills which overlook the falls and which have a daily capacity of 60,000 barrels.



Not much less important than the manufacture of flour are the city's lumber interests. In 1897 the saw mills which line the banks of the river above the falls, cut in round numbers 460,000,000 feet of lumber. Around these two chief industries have naturally sprung up cooper shops, bag factories, planing mills and other factories, furnishing supplies to the mills and utilizing their products.

The attractive character and location of the city for manufacturing purposes has resulted in the establishment of a great variety of industries. In 1895 the city had 3,000 manufactories, with a product for that year worth \$110,000,000.

In 1897 a new dam was constructed below the falls, generating 10,000 additional horse-power, part of which has been utilized to operate the electric railway of Minneapolis and its sister city. The principal office of the Twin City Rapid Transit Company is in Minneapolis, and its trackage is 245 miles 130 miles in Minneapolis and 115 in St. Paul. The motive power was changed to electricity in 1889, at which time this company had a greater mileage than that owned or operated by any similar company in the United States.

Within the limits of the city, overlooking the "Father of Waters," is the State University, with an enrollment of 2,400 students, which holds high rank among the educational institutions of the country. The city also owns a well equipped public library which enjoys a per capita circulation larger than any other American city.

The city has wide, well paved, or graded streets, a splendid sewer system which is annually being extended to meet the needs of its increasing population, and owns an unexcelled water system which has recently been improved by the construction of a reservoir with a capacity of 40,000,000 gallons and which it is proposed to further perfect by the addition of a filter plant.











The Manufacturing District of Minneapolis, the site of the greatest Flour Milling Business in the World. The Capacity of the Mills shown in this View is 60,000 Barrels of Flour Daily.






**View of St. Anthony Falls and Stone Arch Bridge.**





# MINNEAPOLIS PARKS

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HE PARK idea seems to have suggested itself to the people of Minneapolis at a very early period in its history, and numerous attempts were made from 1865 until 1883 to secure park territory, but with shaded groves and sparkling lakes within and around the city, the need of setting apart certain areas was not appreciated. In the latter year, however, a Park Commission was created by an act of the Legislature, and the work of planning and developing a system of parks was begun in earnest.

So rapidly has the work of the commission progressed and so generously have its efforts been supported by the people that the city now owns fifty parks and parkways, containing 1,553 acres. Many of these are small squares so scattered throughout the city that scarcely any portion is without a neighborhood park.

The gem of the city's park system is the connected series of parks and parkways, which starts from Loring Park, a handsomely improved tract of thirty-six acres, lying almost at the city's center. From this point, Kenwood Parkway, 150 feet wide, leads for a distance of one and three-quarter miles to Lake of the Isles, a beautiful sheet of water dotted with islands and surrounded by a parkway. From this parkway at its farther side a short drive connects with Lake Calhoun Terrace, which is a parkway extending along the shore of the lake for one and one-third miles. Leaving Lake Calhoun, the drive continues by a shaded road through Interlachen, and emerges upon beautiful Lake Harriet, with its opportunities for rowing and sailing. This lake, which is three and one-half miles in circumference, is encircled by carriage drives and bicycle paths, and from its most southeasterly point a parkway from 200 to 800 feet in width follows for over five miles the winding course of Minnehaha Creek to the spot—

“Where the Falls of Minnehaha  
Laugh and gleam among the oak trees,  
Laugh and leap into the valley.”



About this famed spot the city owns 123 acres of park land, a part of which is used as a deer paddock, while the remainder, with its shaded lawns, is open to the public, and thoroughly enjoyed for picnic purposes.

The total length of this series of park drives is twelve miles, and the splendid character of the roads make it a favorite road for bicyclists.

Among the parks outside this series may be especially noted Fairview Park, a beautiful wooded knoll of twenty acres in the northern section of the city, from which may be obtained a splendid view ; Riverside Park, of twenty acres, on the west bank of the river, some distance below the Falls ; Glenwood Park, of seventy acres, in the western part of the city, and Columbia, of 170 acres, in the northeastern part, both as yet being but slightly improved, but which contain natural features which already make them attractive resorts.







Pavilion, Lake Harriet, Minneapolis.







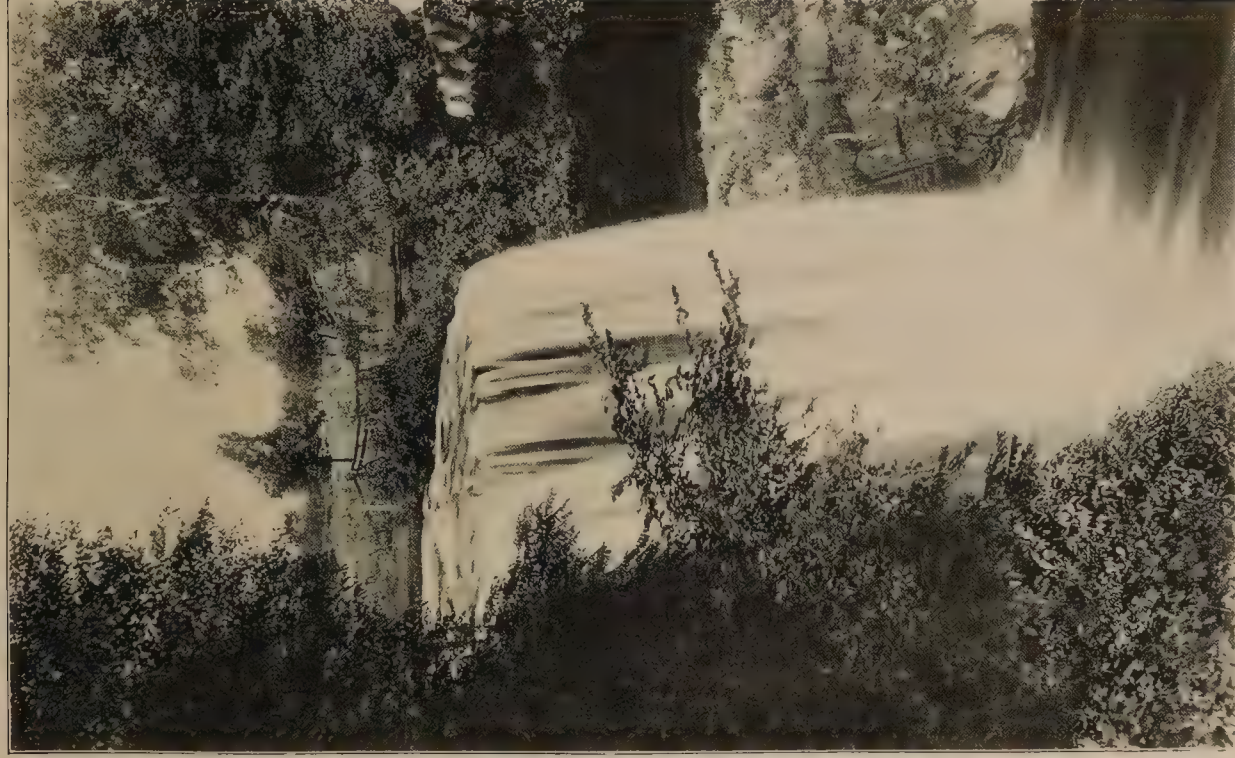
Islet in Loring Park, Minneapolis.





Scene in Loring Park, Minneapolis.





**Minnehaha Falls, Minneapolis.**

This beautiful Fall has been immortalized by Longfellow in his "Hiawatha."







Roadway in Minnehaha Park, Minneapolis, near Top of Falls.





**Boulevard on Lake Calhoun, Minneapolis.**







Glen in Minnehaha Park, Minneapolis.







Minnehaha Creek at Top of Falls, Minneapolis. (Winter.)





Winter Scene at Minnehaha Falls, Minneapolis.



## THE MINNESOTA SOLDIERS' HOME.

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NE OF THE prettiest spots in all Minnesota is that at which the people of this State, through their representatives in the Legislature, have located the home for disabled veterans who have served their country with sword and bayonet in her times of need, whether against the foeman from within her own borders or from the outside. It is close by the fall made historic by Longfellow's most famous work, and of late years the beautiful grounds laid out around the habitation of these battered warriors have been scarcely second in attraction to the Falls of Minnehaha themselves. The scenery about the home possesses a natural beauty and grandeur, and a variety the equal of which it would be hard, indeed, to find, even in a State, noted, as is Minnesota, for her beauty spots. On one side is the high, steep Mississippi bluff, while on the other are the rugged banks of the little stream which derives its name from the falls, just above the home. The buildings are located on a broad level tract of ground, and surrounded by magnificent shade trees, forming a most attractive park, combining all the wild picturesqueness of the scene with such attractions as the ingenuity of man has been able to devise. The "home" is built on the cottage plan—five detached buildings, adjacent to each other, and yet wholly disconnected, thus retaining the home idea much more decisively than if all the inmates and operations were massed in a single large building.

The rooms in the cottages are large, well ventilated and well lighted. A number of men usually occupy one room, just as they occupied a single tent during the war, and it is the aim of the officers of the home to put those who are congenial in the same room.

The people of Minneapolis have laid out a beautiful park adjoining the grounds of the home, which gives assurance that the latter will never be crowded or the beauty of the scenery surrounding it marred by modern improvements of commerce and general buildings.

At the Department Encampment of the Grand Army of the Republic, held in Faribault in February, 1886, it was stated that there were 30,000 ex-soldiers in this State, and that no adequate provision had been made for their comfort and care by the General Government. From the action then taken an act was passed by the Legislature March 2, 1887, creating





the Minnesota State Soldiers' Home, and the following Board of Trustees commissioned March 31, 1887: R. R. Henderson Vice-President, Minneapolis; L. A. Hancock, Red Wing; W. P. Dunnington, Red Wood Falls; T. F. Cowing, Fergus Falls; A. A. Brown, Alexandria, and A. E. Christie, Austin. No funds were available for the construction of buildings until the next year, but owing to the present necessity of providing for many disabled veterans, who were then cared for in poorhouses and by a charitable public, a temporary home was opened on November 21, 1887. Some buildings on the west side of Minnehaha Creek were secured and made suitable for the purpose at a small expense, and there the home remained fifteen months.

The Board of Trustees selected a well-considered and comprehensive plan for the buildings, two of which were completed and occupied in February, 1889. The grounds were also surveyed and designs for their improvement made by a competent landscape artist. The result of the good judgment of the Board of Trustees is best shown by the report of the United States authorities, which is given in the report for the year 1894, as follows :

"The buildings of the Minnesota Soldiers' Home are all of first-class materials, pleasing and appropriate designs, and most excellent finish. The basement stories, the lintels and pediment are of Lake Superior sand-stone ; the brick are the St. Louis pressed. The woodwork is of the finest oak, with maple for floors. I do not believe that any one of these buildings would have cost less than \$100,000 in New York City, but none of them cost over \$35,000 here."

The home received three members November 21, 1887, one of whom still remains there. At the end of the fiscal year July 31, 1888, the number of members had increased to eighty-one and there had been one death during the fractional year. During the year ending July 31, 1889, there were 107 admissions, thirty-two discharges and eight deaths, leaving the membership at the end of the year 146. During the year 1890 there were fifty-nine admissions, forty-eight were discharged and nineteen died. The center and one wing of the hospital were constructed during that year and the electric plant put in. For the year 1891 there were fifty-eight admissions, twenty-six were discharged and fourteen died, leaving the membership 156. During 1892 the admissions were 106, discharges thirty-five, deaths nineteen, membership 214. The domestic building and cottage opposite were built in 1896.

During the existence of the home there have been 1,007 applications for admission, of whom 932 have been actually admitted and have personally reported at the home.





**Headquarters' Building, Minnesota Soldiers' Home, Minneapolis.**





Cottage, Minnesota Soldiers' Home, Minneapolis.







**The Hospital, Minnesota Soldiers' Home, Minneapolis.**





**Minnesota Soldiers' Home, Minneapolis.**  
An Outlook down the Mississippi River.





*Mississippi River, near Soldiers' Home, Minneapolis.*













